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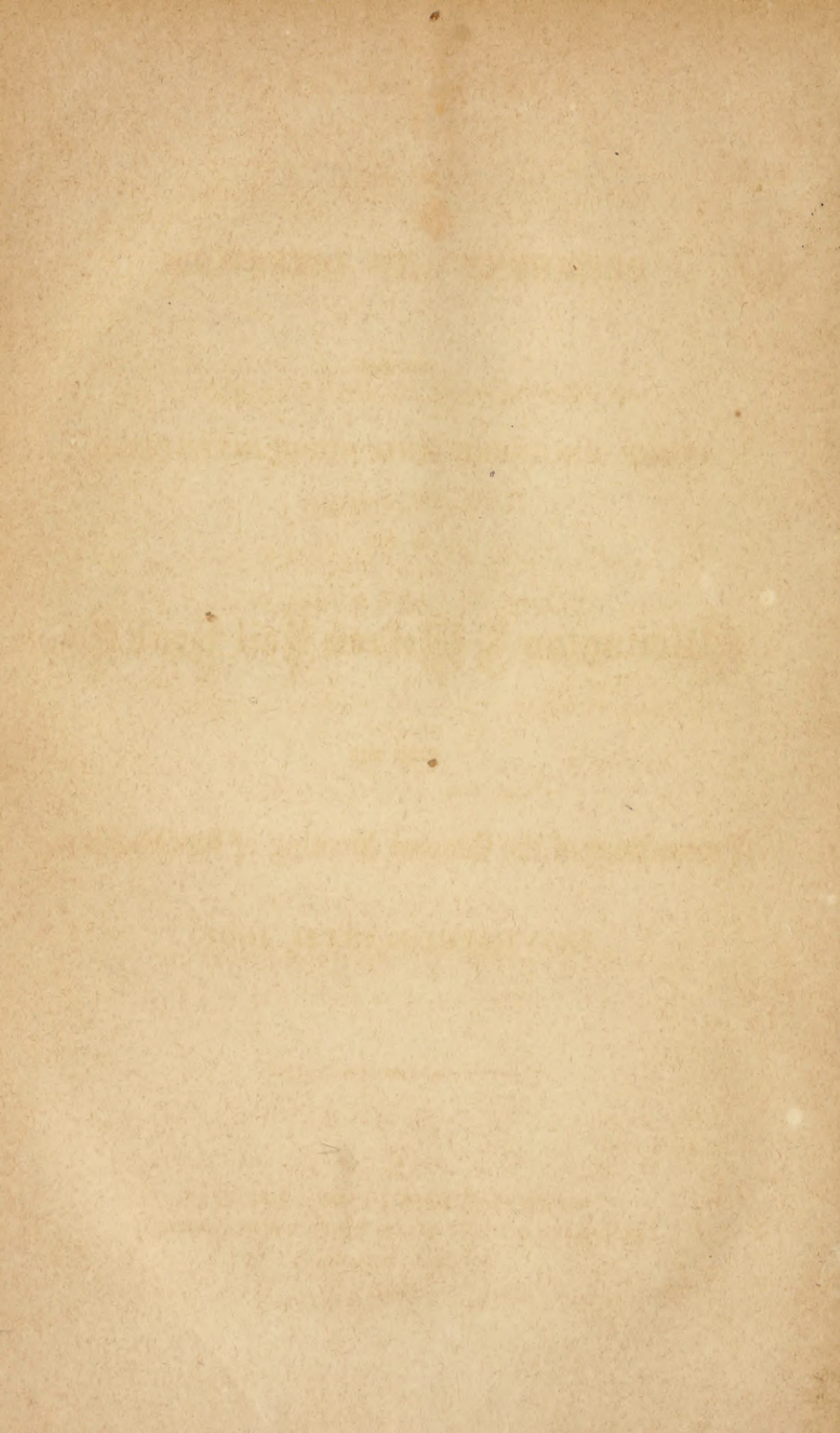
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Charters of
Wil. & Wel.
R. R. Co.

~~1865~~

1852 - ~~1869~~



ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS,

AND THE

CHIEF ENGINEER AND SUPERINTENDENT,

OF THE

Wilmington & Weldon Rail Road Co.,

WITH THE

Proceedings of the General Meeting of Stockholders,

NOVEMBER 13TH, 1867.



WILMINGTON, N. C.:

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1867.

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OFFICERS FOR 1867-'68.

ADMINISTRATIVE DEPARTMENT.

PRESIDENT :

R. R. BRIDGERS.

BOARD OF DIRECTORS,

ELECTED BY THE STOCKHOLDERS :

W. A. WRIGHT,
ELI MURRAY,
GEORGE HARRISS,

A. H. VANBOKKELEN.

S. D. WALLACE,
ALFRED MARTIN,
JOHN EVERITT,

APPOINTED BY THE STATE :

EDWARD KIDDER,

JOHN NORFLEET,

THOS. D. HOGG.

J. W. THOMPSON, *Secretary and Treasurer.*

EXECUTIVE DEPARTMENT :

S. L. FREMONT, *Chief Engineer and Gen'l Superintendent.*

WM. SMITH, *Master of Transportation.*

JOHN F. DIVINE, *Master of Machinery.*

JOHN CRONE, *Master of Road, Northern Division.*

JOHN C. WINDER, *Master of Road, Southern Division.*

W. G. MACRAE, *Master of Supplies and Storekeeper.*

G. L. DUDLEY, *General Freight Agent and Auditor.*

W. M. POISSON, *General Ticket Agent and Clerk.*

STANDING COMMITTEES FOR 1867-'68.

FINANCE :

R. R. BRIDGERS, President.

W. A. WRIGHT and JOHN NORFLEET, Directors.

EXECUTIVE :

S. D. WALLACE and ALFRED MARTIN, Directors,

S. L. FREMONT, Chief Eng. and Sup't.

TRANSPORTATION DEPARTMENT :

EDWARD KIDDER and THOS. D. HOGG, Directors,

S. L. FREMONT, Chief Eng. and Sup't.

MACHINERY DEPARTMENT :

A. H. VANBOKKELEN and GEO. HARRISS, Directors,

S. L. FREMONT, Chief Eng. and Sup't.

ROAD DEPARTMENT :

JOHN EVERITT and ELI MURRAY, Directors,

S. L. FREMONT, Chief Eng. and Sup't.

The President *ex-officio* Chairman of all Committees.

PRESIDENT AND DIRECTORS' REPORT.

To the Stockholders of the

Wilmington and Weldon Rail Road Company :

GENTLEMEN :—The President and Board of Directors submit to you their thirty-second annual report :

For the financial condition of the Company they refer you to the report of the Treasurer.

For the operation of the Road, the condition of the Roadway, Rolling Stock, Machinery and their future wants, also the present value of the property, they refer you to the able and detailed report of the Chief Engineer and Superintendent.

At the end of the war the Road was in a very bad condition. Since that time there has been expended on its reconstruction and improvement \$935,306 15 ; \$528,236 80 has been paid from the earnings of the Road ; \$105,063 99 from the sale of old iron, and the remainder made the floating debt of the Company.

It had become very difficult to carry this debt ; in a stringent money market it would have been almost impossible to have done it on any terms, such was the low estimate put on Southern securities.

With a view to funding this debt and getting it in such a shape that it could be carried in any condition of the money market, on the first day of July past, a mortgage on the Road and its property was made to secure the payment of one thousand six hundred and twenty bonds of \$1,000 or £200 each, payable in gold, to run thirty years, with 7 per cent. interest.

By the terms of the mortgage eight hundred and seventy-one bonds were to be reserved, to exchange for £127,000 of mortgage bonds due in 1881, and the remainder of them for

£45,000 bonds without mortgage, due in 1886, which left seven hundred and forty-nine bonds for sale.

In the month of September, when it became known that the bonds could be sold for eighty-five cents, with interest from the first of July, in view of the condition of the debt, and having twice failed in Europe, and twice in New York, as dear as the terms were, they did not hesitate to put the bonds on the market, and have sold five hundred and eight, and propose to sell ninety-one more, making in all five hundred and ninety-nine, leaving one hundred and fifty for future contingencies.

This sale will fund the floating debt, pay for new rolling stock and for one thousand tons of new rail. The old rail thus obtained will buy about six hundred tons of new rail additional.

The most of these Bonds were sold in Baltimore, whose citizens have on several occasions extended aid to the Road. They take pleasure in recognizing the services of Dr. Hogg in getting up the mortgage and in assisting in the sale of the bonds.

To meet the wants of an additional supply of new rail, rebuild Bridges and several Warehouses which were destroyed during the war, the net earnings of the year will afford ample means.

The gross earnings have been for the year \$583,836 98; operating expenses, \$278,891 96, which gives \$304,945 52 as the estimated profits. This sum is ample to pay interest on debt, to set apart the necessary amount for sinking fund, to meet all wants of the Company, and pay a dividend of 8 per cent., if the Road had been in good repair and without floating debt.

The business of the year has been very good and will compare favorably with the most prosperous of previous years. With improvements recently made in the line, and on the completion of others now in progress, a further increase may be looked for.

The country along the line is admirably adapted to the growth of apples, peaches, pears, vegetables and grapes, and has two to four weeks advantage of time in the Northern markets, and at an early day a large quantity of these articles will be sent to market.

There is no better grape climate on the Atlantic coast, and

in fruits and vegetables it will compare favorably with Delaware and New Jersey, with great advantage of early maturing.

Special inducements ought to be offered to persons who will engage in the pioneer enterprise of growing these articles on a large scale. It would be well to hold out such inducements as will cause persons skilled in the cultivation of such crops to settle along the road.

Further increase of business can be made by making cheap freight for the bulky articles grown in the interior and mountain regions of the State, as well as by the proper encouragement of through freights.

In April, 1866, in reply to a communication from an officer of an adjacent Road on the subject of through freights, the Board passed a resolution referring the matter "to the President for such action as might be deemed expedient;" under which reference the Chief Engineer and Superintendent was instructed to prepare a through tariff, which was done and submitted to the July meeting for the approval of the Board of Directors, which they ordered to be carried into operation.

As this matter excited much comment at the time, it would have been submitted to the last annual meeting, but for the absence of the President in Europe. After his return, the matter having met with success as far as the experiment had been tried, it was specially referred to the Committee of Transportation, composed of Messrs. Hogg, Kidder and Fremont, who made a very able report to the Board of Directors; at which time a resolution was passed instructing the Engineer and Superintendent to continue negotiations already begun, and to initiate through freighting under such instructions and directions as shall be given by the President, and report the same from time to time to the Board of Directors. It is due to the Engineer and Superintendent to say he has executed these instructions with energy, and has exhibited skill in the arrangements of the tariffs.

Large quantities of light freight have been sent from the Northern cities to the Southern Gulf cities, over a line of road more than three hundred miles longer than ours, with heavy grades and curves. United action and energy will give us a full share of it.

The President and Board of Directors have been thus full in their communication on through freights, because numerous objections have been made to the system, and they ask a declaration of approval or disapproval.

The completion of tracks through Petersburg and Richmond, adds much to the convenience of travel and of freights to and from the latter city.

The Bridge across the Cape Fear River will be completed at an early day, which will greatly facilitate the transportation of travel and freight.

The Warrenton and Milledgeville junction will, they are informed, be completed during the present month; and during the next year the Road from Selma to Montgomery will be completed, and that from Charleston to Savannah will be rebuilt. These, with other works in progress, will add much to the future receipts.

The President and Directors recommend that the earnings of the Road of the present year be applied to its improvement, after which time, with the present receipts, they can pay expenses, interest and sinking fund, and make dividends to the Stockholders.

Respectfully submitted,

R. R. BRIDGERS,

President.

LIST OF OFFICERS WITH THEIR SALARIES, SEPTEMBER 30TH, 1867.

R. R. Bridgers, President.....	\$4 500
S. L. Fremont, Chief Engineer and Superintendent.....	4,000
J. W. Thompson, Secretary and Treasurer.....	3 000
G. L. Dudley, General Freight Agent and Auditor.....	2,000
W. M. Poisson, General Ticket Agent and Assistant Auditor.....	1,600
William Smith, Master of Transportation.....	2,000
M. M. Hankins, Master of Machinery.....	2,000
J. C. Winder, Road Master.....	1,800
John Crone, ".....	1,800
Walter McRae, Master of Supplies.....	1,200
W. J. Yopp, Assistant Freight Agent.....	1,800
R. E. Langdon, ".....	1,500
Charles Flanner, Clerk and Freight Agent.....	900
A. J. Galloway, Station Agent at Goldsboro'.....	1,800
G. G. Lynch, General Agent at Weldon.....	1,500
Six Conductors of Passenger Trains, each.....	1,020
Three Conductors of Freight Trains, each.....	900
Ten Engineers, First Class.....	1,200
Five Engineers, Second Class.....	900

REPORT OF THE CHIEF ENGINEER AND SUPERINTENDENT.

WILMINGTON AND WELDON RAIL ROAD COMPANY, }
Office of Chief Engineer & Superintendent, }
WILMINGTON, N. C., Nov. 1st, 1867. }

Hon. R. R. BRIDGERS, *President*,

SIR :—In compliance with the general regulations, I submit my thirteenth Annual Report of the operations of this Company, for the fiscal year ending September 30th, 1867 :

RECEIPTS AND EXPENDITURES.

EARNINGS AND RECEIPTS.

From Through Travel,.....	\$134,731 46
“ Way “	141,574 65
“ Freight,.....	248,379 65
“ Mails,.....	16,807 98
“ Miscellaneous sources,.....	42,343 24
Total Earnings and Receipts.....	\$583,836 98

EXPENDITURES.

ROAD DEPARTMENT.

Maintenance of Permanent Way.

Cost of Bridge Timber,.....	\$ 3,586 47
“ “ Cross-ties,.....	18,768 06
“ “ New Iron Chairs and spikes, ..	50,390 29
“ “ Tools and Hand Cars,.....	128 75
Pay of Road and Section Masters and hands,.....	26,469 75
Pay of Bridge Masters, Carpenters and hands,.....	3,685 89
Total Cost of Permanent Way.....	\$103,029 21
Carried forward,.....	\$103,029 21

Brought forward,.....\$103,029 21

MACHINERY DEPARTMENT.

Rolling Stock.

Cost of Materials for Repairs.

Iron, Steel and Coal,.....\$ 3,630 62

Lumber for Engines and Cars,..... 2,623 48

Hardware, Trimmings, Nails, &c., for

Cars..... 2,985 97

Glass, Paints, Finishings, &c.,..... 1,878 97

Engine and Car wheels,..... 1,662 65

Cost of services in making repairs.

Pay of Master of Machinery, Mechanics

and Laborers,..... 50,262 65

Oil and Waste..... 1,000 00

Total Cost of Repairs of Machinery... \$64,044 34

TRANSPORTATION DEPARTMENT.

Pay of Master of Transportation, Agents,

Conductors, Train hands, Firemen,

Watchmen, Ware House hands,

&c., &c.,.....\$42,843 64

Cost of Fuel for Engines and Stations, 14,970 00

Cost of Oil, Tallow and Waste,..... 2,137 19

Cost of repairs of Station buildings,... 1,136 21

Station Expenses and Incidentals,.... 14,261 05

Total Cost of Transportation Depart-

ment,..... \$75,348 09

GENERAL EXPENSES.

Subsistence,.....\$10,982 14

Loss and damage..... 2,213 01

Stationery and Printing,..... 4,820 37

Incidental and Traveling Expenses,.. 3,279 80

Salaries,..... 15,175 00—\$36,470 32

Total Cost of operating the Road du-

ring the fiscal year,..... \$278,891 96

Giving us net receipts of,..... \$304,945 02

The operating expenses being less than 50 per cent. of the gross receipts.

The foregoing statement is made in accordance with the usual custom, to show what heads the various items of expenditures belong, and enable you to know the actual amount that has been paid for services rendered and materials supplied during the fiscal year, and what does not properly belong to that year's operations. The large item of new rails was supplied to repair damages that properly belonged to the repairs of former years; therefore, \$44,000 of its cost is thus charged.

The Treasurer has paid during the past year on account of expenses of previous years the sum of \$83,872 32, about \$26,000 00 of which was for *new* freight cars received in 1866. The balance being for the usual expenses of operating, but remaining unpaid.

With this explanation, I submit the regular operating expenses for the year—\$278,891 96—with confidence that they will meet the approval of the Directory as well as the Stockholders. The cost of operating the year previous was only \$262,247 28, the increase the past year being \$16,644 68 while we show an increase of gross receipts of \$85,422 24, and net increase of \$68,778 56 from the year's work.

This result may be looked upon, under all the circumstances of the country—derangement of our labor system—the impoverished condition of our people—and a general distrust in commercial circles, as the most satisfactory and gratifying year's work that has ever been done by the corporation.

If such results can be achieved by such a line under so many disadvantages, what may we reasonably look forward to when entire peace, happiness and prosperity shall again return to bless the industry and enterprise of our planters, our merchants and our artizans. Truly may we rejoice that we have a work so well located to command the business of the great agricultural portion of our country.

RECONSTRUCTION AND REBUILDING.

Expenditures paid during the year, that properly belong to Reconstruction or means to aid in restoring the Roadway and Machinery, to its condition in 1861.

Road Department.

New Iron and Chairs,.....	\$44,000 00	
Bridge Timber and Cross-ties,.....	12,000 00	
Pay of Mechanics, Laborers and sub- sistence on account same,.....	14,000 00	
Miscellaneous expenses of do.,.....	2,000 00	—\$72,000 00

Machinery Department.

Materials for rebuilding Machinery,..	\$ 6,000 00	
Pay of Mechanics and Laborers and subsistence for same,.....	18,000 00	
New Cars and Engines paid for this year,.....	25,918 60	
New Station Buildings,.....	5,000 00	
Miscellaneous expenses,.....	2,000 00	—\$56,918 60

Payments made this year due to previous years.

Fuel,.....	\$10,000 00	
Oil and Tallow,.....	4,968 73	
Printing and Stationery,.....	2,000 00	
Payments made on sundry accounts of years past that come under the several heads of expenditures as given in this report, amounting to	35,006 10	—\$51,974 83

Total Expenditures and Payments made during the fiscal year that do not belong to the operating expenses of the year,.....	\$180,893 43
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ROAD DEPARTMENT.

Much has been done during the past year to make the permanent way good and safe. Yet much remains to be done before we can claim to have such a track as we need, with sufficient warehouses, with wood and water, and passenger stations. This work can be fully accomplished within the

next two years without materially affecting our means for other purposes.

My estimate for the past year was for (3,000) three thousand tons of new rails, and (80,000) eighty thousand cross-ties.—We have not been able to place in the track but about twelve hundred tons of new iron, and sixty-five thousand cross-ties. They have enabled us, however, to maintain a safe and reliable track, though not so smooth and economical as we could desire, yet the best that could be obtained with the means at our disposal. We are now adding (1,000) one thousand tons more of heavy new rails to the road—to be in before Christmas; which will materially aid in making a good way for our winter transportation.

The work of supplying masonry to complete our permanent way has been commenced, and if no unforeseen calamity befalls us, the work will go on to completion at no distant day, and entirely subordinate to the surplus means of the company.

MACHINERY DEPARTMENT.

Engines.

I reported last year twelve first class Locomotive Engines in excellent order. In addition to these, now in like good condition, I report the “Governor Vance” rebuilt and about as good as new, and the “Orange” nearly completed. We shall soon also have on the road two other rebuilt Engines, together with a new Freight Engine from Roger’s Works.—When these shall have been placed upon the road we may consider our motive power ample for the year’s business, viz: Ten Passenger and five Freight Engines of the first class, with six or eight others, of inferior quality—old pattern.

CARS.

Our Passenger Cars have been very extensively repaired and rebuilt during the year, and with four new cars purchased early in 1866, we have been able to accommodate the public with comfortable means of transportation. Our Freight equipments, though much larger in box cars than ever before, was found to be unequal to the increasing demands made upon it. To supply this deficiency promptly, contracts

were made with the "Tredegar Company" at Richmond, and the "Union Car Works" at Portsmouth, for seventy-five new *Iron Truck Box Cars*, of superior construction, which we are now daily receiving, and which will render our means of freight transportation ample for the current year.

Our rolling stock as a whole is one hundred per cent. more efficient and complete than it has been in the past thirteen years—last year excepted. When our Roadway and Bridges shall be in as good condition, we may consider we have completed the work of "reconstruction."

SHOPS.

Our stationary machinery and tools are very complete, and with some small additions will be all we need for years to come.

TRANSPORTATION DEPARTMENT.

The transportation of passengers the past year has been conducted with unusual efficiency and satisfaction to the public, as well as to the management of the Company, and not least with manifest profit to the stockholders.

We have had a handsome increase of \$37,140 09 in travel and \$49,748 01 in freights for the past year. Of the increase in freights, \$27,000, is from *new* business—\$15,500 from merchandize to this city and points South of it, and \$11,500 from new business to the North Carolina Rail Road from and to the *North*

We can readily see that all our line requires to make it one of large travel and freight, through and local, is a prosperous country and wealthy people. With a few more good crops to bless the industry of our people, our railways will show manifest signs of improvement in the way of "pleasure travel," as well as a much larger business in the transportation of "persons" and "things."

WAY FREIGHT.

This subject, as connected with our through business, requires a few words of remark. There seems to be an impression with some of our home patrons, that local or way freights should be charged as low as the lowest through rates, on the ground that our own people should be treated as well as

those at a distance. To this abstract principle no one can object. The true cause of complaint on this subject, however, is, that those who built and must sustain the road (the non-subscribers have no reason to complain,) lose sight of their own interests. Would any people, having completed a great work like this, shut out its benefits to all the world but themselves, their neighbors and immediate friends, because others living at a distance could not afford to use it, and pay the same rate per mile that they (the owners) find it necessary to charge themselves and their neighbors, *to maintain the Road*, and pay an income upon their investment? Surely not. And yet this is precisely the case presented. We *cannot get* the *distant* business unless we carry it as low as it can go by other competing routes. Shall we refuse to take it because of that fact, and run our cars half loaded with local business only, when we can fill them at less rates as *additional* business? We think not. All we can add to the receipts from such sources is nearly all profit, and helps to reduce the local rates, and thus benefit the local patrons. In other words, will the local patrons maintain the line alone, or receive the assistance of outsiders at such rates as they are willing to pay?

THROUGH FREIGHT.

From the commencement of this work, it seems that nearly all calculations for business to support the line were based upon "through travel." Few seemed for a moment to realize the vast amount of tonage transportation that could be done by uniting the several railway lines into one great thoroughfare over which to transport the valuable merchandise from the commercial centres to all points of our Southern country and to return cotton and other valuable products to these points.

Differing somewhat from the general opinion upon this subject, I urged upon the connecting roads, anterior to the war, the arrangement for through freighting. The war demonstrated to us all that the *large amount* of transportation, rather than the high *rates paid for it*, was the *true* source of profit.

Acting upon this experience and the best lights before us,

the present system was adopted after mature deliberation. The subject was fully discussed before the Board immediately after our last annual meeting, on the presentation of my letter (of Dec.* 4) on the subject, and the whole matter was referred to the "Committee of Transportation," who reported, strongly urging that steps be taken to put in force the views set forth therein. The undersigned was clothed with full authority, under the direction of the President, to continue the negotiations he had already commenced with all connecting lines for new business, as well as to increase that already existing. The work was at once resumed, and has been pressed forward as rapidly as possible, and with most favorable results. We now have through freighting arrangements between Boston, New York, Philadelphia, Baltimore, Portsmouth, Va., and Wilmington, N. C., and all intermediate places on this line of railway, with extension of these lines to all places on the Wilmington & Manchester Rail Road, to Cheraw and all places on that road, to Charleston and all places on the North Eastern Rail Road, to Augusta and Atlanta, Ga., and to all the principal places on the South Carolina Rail Road, and within a few days past I have been notified that rates had been finally agreed to for a Richmond tariff.

I am now in negotiation for through rates to Montgomery, Mobile and all Southern Alabama, that I think will be successful, and open to us all that country for light goods.

I have very recently made complete arrangements with Mr. Welch, for the daily dispatch of goods from New York by the Camden & Amboy R. R., running through without change of cars to Crisfield, thence by steamers to Portsmouth, and thence on same cars to this point, or to Charlotte, *via* Goldsboro'. Cotton will be taken in return with equal dispatch at as low rates as by any other route, insurance considered.

This completes the arrangement for a daily fast freight line between New York, Philadelphia, Baltimore, Wilmington, N. C., and all points *South* and *West* of us, by and over our line, (or a part of it) at rates for carriage that will command a large business—one which will grow to proportions that will materially increase the value of our property.

* See notes attached to this report.

The order of the stockholders of the North Carolina Rail Road Company, adopted at Greensboro' in July last, by which the freight to and from that road, going or coming through Portsmouth, Va., should pass over the whole length of their road, *via* Goldsboro,' has added to our receipts some \$11,500 00 for the months of August and September, and it is believed that it will equal an average of \$6,000 00 per month for the entire year, or say \$70,000 00 per annum from this new source of revenue; at the same time it adds to the receipts of that Company about \$47,000 00 *new income*—equal to about \$1,000 per mile for the portion of each road used.

I have thus hurriedly enumerated our various *new lines of through trade and business that have been inaugurated during the past fiscal year*. If they are properly watched and tended they will produce abundant fruit in the future.

I cannot close this subject without tendering my thanks to Dr. Hogg, associated with me on the Committee of Transportation and who rendered most valuable services in working out results that were the basis of our action in initiating this work.

OUR CONNECTIONS.

The subject of our passenger and freight connections with other roads brings prominently to view the importance of looking to new routes that are multiplying around us—some for our benefit and some that will have an opposite tendency. I may mention the road now under contract from Baltimore to the Potomac, near Acquia Creek, that will be a very important adjunct. Another road has been chartered to run from Alexandria to or near Fredericksburg, Va., that will be equally valuable as a feeder to our Southern coast line.

As the President will refer to this subject at length, I will only say that I think it is one that should be carefully watched, and when the proper time arrives be attended to. While others move, we must not sleep.

Suffice it to say that such a line as this, "*around the mountains,*" through a productive country, free from the effects of the severe winters of the mountainous regions—a line connecting as it does all the principal commercial cities of the "*Atlantic plain*"—cannot fail to become more and more valu-

able as the country is developed and new connections are made.

WANTS FOR THE CURRENT YEAR.

We shall need (3,000) three thousand tons of new rails to be re-rolled, with (80,000) eighty thousand new cross-ties.

One thousand tons of these rails are already purchased, and with cash payments there will be no difficulty in obtaining the cross-ties.

BRIDGES.

We are now building a new Bridge over Neuse river, and will soon be at work upon one for North East. The next one erected will be for Tar river, at Rocky Mount. The remaining temporary Bridges will be kept in good order for another year, when, if no unforeseen accident happens to our business, they may all be replaced with permanent structures.

CONCLUSION.

Our trains have been run with great regularity the past year, and but few accidents have happened to them ; no passenger has been injured on our trains, so far as known to the management. One train has been thrown from the track by an animal, causing serious damage to the Engine, reminding us that it may be, and I certainly think would be, more economical to fence in the entire road than to take the necessary and constant risks from cattle that graze upon the line.

The present arrangement of business by separate departments, as

Transportation,
Machinery,
Road and
Supplies,

makes the working operations more complete, simple and efficient than ever before.

Each one knows when his duty begins and ends, and it prevents the possibility of conflict.

The reports of the Masters of each of these departments are herewith respectfully submitted.

The merchants, as well as other citizens of Wilmington, are interested in maintaining the inland freight lines, as it materially helps to keep down the rates of freight by steamers.

They will remember that steamer rates from New York to this city, one year ago, were as high as (25) twenty-five cents per foot, and that they are now about (10) ten cents per foot and have been as low as *five* cents. Surely they will encourage the railways in a work that produces such results to their benefit.

My thanks are due to the officers and agents of the Company for a year of faithful service.

Respectfully submitted,

S. L. FREMONT,

Chief Engineer and Superintendent.

A STATEMENT

*Of Value of Company's Property of every kind on hand the
30th of September, 1867.*

Permanent way, and the entire equipment of Buildings and Rolling Stock at \$20,000 per mile in gold coin; 180 miles of main track, including Branch to Tarboro'.....	\$3,600,000 00
Valuable Wharf Property in Wilmington.....	50,000 00
Wood lands along the line	20,000 00

Total value of property.....\$3,670,000 00

Made up as follows :—

180 miles of track at \$17,800 00 per mile, in coin..... 3,204,000 00

Rolling Stock :—

Engines..... 189,150 00

Cars 206,850 00

Valuable Wharf Property in Wilmington..... 50,000 00

Wood Lands..... 20,000 00

Total value of Company's property, estimated in coin,
October 1st, 1867.....\$3,670,000 00

S. L. FREMONT,

Chief Eng. & Supt.

NOTE.

It is deemed proper that a memorandum of the facts connected with the revival and enlargement of the "Through Freight" arrangement be recorded here, as this Road has been amongst the foremost in this work since 1855.

The President and Directors, at their meeting in May, 1866, in answer to a communication of their Superintendent, asking authority to make a through tariff with the Seaboard and Roanoke Rail Road Company, replied: "Make the best arrangement you can for the interests of the Company."

A tariff of charges was submitted to the Board on the 27th of July following, which was by it approved. This tariff was in force until September 30th, when it was revoked, by order of the Board, September 28th, and by the establishment of new rates for local freights and through rates made to conform thereto.

On the 4th of December the Superintendent addressed a communication to the President and Directors upon this subject, and asked a reference of it to the Committee on Transportation, which reference was made. January 18th, 1867, the Committee reported "unanimously recommending that the through freighting business be vigorously entered upon, and pushed forward to full development."

This recommendation the Board unanimously adopted, and the work was prosecuted. On the 30th of January, 1866, the Superintendent of this Company (Fremont,) made a demand on the Superintendent of the North Carolina Rail Road Company (Wilkes,) that he should send one-half the Northern freights by way of Goldsboro'. To this Mr. Wilkes replied, July the 7th, agreeing virtually to do so; but at a later date, under a new Presidency, this order of Wilkes was revoked. The subject was often discussed with Mr. Webb, the then President, who failed to see the justice or propriety of the division of freights as asked.

At the Stockholders' meeting in July, 1867, an order was passed making it the duty of the Directory to work over the longest distance possible. (See Appendix to this report.)

It is believed that in the main all officials, President, Directors and Agents, have given the work their support and aid.

APPENDIX

To the Engineer and Superintendent's Report.

The following correspondence and orders are subjoined to the Report of the Chief Engineer and Superintendent, to show the history of the "Through Freighting," its inception and progress :

At several interviews with the General Superintendent of the Seaboard and Roanoke Railway Company, early in 1866, the subject of "Through Freight" was discussed and finally agreed upon, subject to the approval of the President and Directors.

On the 25th day of May, 1866, the Chief Engineer and Superintendent submitted to the President and Directors a proposition that he had obtained from the Seaboard Road to inaugurate the work by making a tariff of charges.

The reply to this was : "The Superintendent is authorized to make the best arrangement he can for the interests of this Company."

On the 27th of July, the tariff of through rates for Northern Cities, to all points on this Road, was submitted to the President and Directors, and approved.

This tariff continued in force until October, when it was annulled by the Board of Directors. On the 16th of November, the Board authorized through rates from Wilmington for cotton—limiting our proportion to \$1 50 per bale of 400 pounds.

The annual report of the Engineer and Superintendent for 1866, contains the following recommendation on the 7th page :

"I recommend that through freight-tariffs, at rates to command a share of the business, be made with the new Annamessic route from New York and Philadelphia, on goods that can bear inland transportation, to all points South of us. We may in time reap considerable income from this source."

On the 4th of December, the Chief Engineer and Superintendent submitted the following letter to the President and Directors :

WILMINGTON AND WELDON RAIL ROAD COMPANY, }
 OFFICE OF CHIEF ENGINEER AND SUPERINTENDENT, }
 Wilmington, N. C., Dec. 4th, 1866. }

To the President :

SIR :—In my annual report to the President and Directors, I recommended that through freight rates should be made with the Annapessic route for New York and Philadelphia, to points South.

Since that meeting, or about the time of that meeting, the steamers here raised their freight on cotton so high that application was made to me by the Superintendent of the Wilmington and Manchester Rail Road, to make a through rate with his line to New York for cotton.

The Board of Directors authorized me to make a rate that would allow this Company \$1 50 per bale on cotton.

Afterwards the question came up on carrying cotton from Atlanta to Portsmouth, and how much we could carry it for.

I did not feel authorized to agree to take it for less than \$1 50 per bale of 400 pounds, but I thought for that distance, cotton, if it should be taken as *new* and *additional* business at \$1 00 per bale—provided the Manchester Road would do the same, and it could be "*pro rated*" to Portsmouth—at a total of \$2 75 per bale from here to New York.

This, the Wilmington and Manchester Rail Road Superintendent agreed to do, and the Seaboard Rail Road Superintendent agrees to take it for his proportion of \$2 75.

I request the whole subject be placed in the hands of the Committee on transportation, with authority to make such rates and take such steps, by low rates, to procure new business, as it may think proper.

I am satisfied that much new business in through freighting may be obtained by low but remunerative rates, as additional business that can not be had at any higher rates.

The Steamship Companies or owners, that come to this Port, show no disposition to join this Company in any rates for through business from the interior, that will enable us to compete with the route via Portsmouth. They propose some partial arrangement for goods coming here, but none on cotton and produce going out, can do us any good.

I, therefore, think it our duty and interest to come in competition with them at low rates, for all dry goods and produce to and from this City, that seeks a Northern market or comes here from the North, by either route converging at Portsmouth—four in number.

There can be no question that a liberal and general policy of accommodation to the public, with reasonable charges on freight and passage, with quick dispatch and prompt settlement of claims for loss or damage, will bring much new business.

I would work in all these tariffs, for the benefit of our City, when it does not come in direct conflict with the interests of this Company ; and I can not foresee any case where it will so conflict.

If we can bring the steamers to reasonable and fixed rates, we can carry much through this Port that now goes elsewhere.

If we can restore some of the sailing vessels, we shall render our whole people and this company a service. I hope this subject may be investigated by the Committee, fully and speedily.

Respectfully submitted,

S. L. FREMONT,
Engineer and Superintendent.

This letter was referred to the Committee on Transportation, and the following report and estimate was submitted by that Committee on the 18th January, 1867.

REPORT OF THE COMMITTEE ON TRANSPORTATION.

The Committee on Transportation, to whom was referred the letter of the Engineer and Superintendent, on the subject of through freight, respectfully report : that they have given the subject due consideration, and are unanimously of opinion that the through freighting business should be vigorously entered upon, and pushed forward to a full development of the work of transporting inland goods, wares, merchandise, and produce that will bear such transportation.

We find that for the year 1867, the mail and passenger trains will, according to present schedule, have to run two hundred and twenty thousand miles. The Branch train will run twelve thousand miles ; and we find the Company has motive power and cars sufficient to run their freight trains one hundred thousand miles, equal to a daily freight train each way of twenty cars, without materially increasing the number of employees. We have made an estimate of the cost of this amount of mileage, which is herewith submitted : It is \$308,900, and we do not think a material diminution of expense can be effected by a less amount of mileage of freight trains. If we except the usual wear of rails and trains, the number of employees remaining about the same—the deterioration of buildings, cross-ties, bridges and labor on track will be the same.

By the estimate we find it costs one hundred and fifty dollars to run a train over the whole length of the road. We are of opinion, from all the light we can obtain on the subject, that in consideration of the difference of speed, the cost of running of freight and passenger trains should be taken to be equal. We find, by reference to the receipts for the month of November, that our passenger trains earned two hundred and thirty-one dollars for each trip over the road—being eighty-one dollars over and above the estimated cost of running the trains.

The Company has one hundred and seventy-five freight cars, forty only of which would be required to perform a tri-weekly service, and eighty for a daily service. We find that a tariff of freights can probably be arranged that will enable goods, generally known as first, second, third and fourth class, to be transported from New York to Wilmington at \$1 50, \$1 35, \$1 20 and \$1 10, including insurance across the Bay ; and from Philadelphia, \$1 20, \$1 05, 90 cents and 80 cents ; and from Baltimore, \$1 10, 95 cents, 85 cents and 75 cents. These rates are per one hundred pounds, and for this Company's proportion we could easily calculate on an average of \$45 per load of twelve thousand to fifteen thousand pounds, which would pay the Company for twenty car loads per train, \$900, or nearly four times what our passenger trains paid during the month of November, a month of about average receipts.

The return trains should be loaded with something, if it pays but a small profit. What shall this be ? We find, by investigation of the subject, that there were exported from Wilmington in 1866, to Northern ports : Baltimore, Philadelphia, New York and Boston, 443,143 barrels of naval stores, of which 17,899 barrels of rosin and 2,461 barrels of spirits turpentine were shipped direct to Boston ; 24,976 barrels rosin and 4,530 barrels spirits turpentine were sent to Philadelphia, and 20,302 barrels rosin and 5,162 barrels spirits turpentine were sent to Baltimore, making 63,177 barrels of rosin and 12,093 barrels of spirits turpentine to the ports mentioned, equal to about fifteen hundred car loads of freight, that we could probably transport at a small profit, say at an average of \$12 50 per car load, as return freight. Cotton can be carried

to the extent probably of twenty thousand bales, if uncompressed, eight hundred car loads, at \$25 per car load. Dressed lumber to Richmond and Petersburg, as soon as the connections between the cities are made, can be transported at a rate of not less than \$24 per car load. We therefore assume that we may get a return freight at an average of not less than \$15 per car load, or \$300 per train load of twenty cars—double the cost of running the trains—and the freights South paying six times the cost of running the trains; therefore, we see at a glance, that it is a much more profitable business than that of carrying passengers as we are now doing.

The only question as to the entire success of this plan of increasing the receipts of this Company three or four fold, within two years, is in obtaining the freight South. This can only be done by the cordial co-operation of the lines North and South.

The Engineer and Superintendent has recently been in correspondence with many of these lines, by letter and personal interviews, and believes the whole object herein stated can be accomplished by reasonable concessions and reciprocal arrangements on all sides.

The policy of inland transportation, as briefly indicated in the foregoing statement, is now being pursued by a rival line, and it is believed yields it forty per cent. of its gross receipts, and could a similar policy be pursued here, we may share a portion of the business. The subject is one that commends itself to the careful attention of the management of this road, as well as to the merchants and property owners of the city of Wilmington.

The business of this road can be doubled, and in time not distant, quadrupled; the business trade and population of this city largely increased by rapid and cheap inland transportation between neighboring cities and towns.

Your Committee, therefore, recommend the adoption of the following resolution:

Resolved, That the Engineer and Superintendent be directed to continue the negotiations already begun, to initiate a through freighting business between Northern and Southern cities and towns, passing over this road, under such directions and instructions as shall be given by the President, including the arrangement of charges. The result to be reported to the President and Directors from time to time; and it is hereby declared to be the policy of the Company to enter upon this subject with vigor and energy.

(Signed,)

E. KIDDER,	}	<i>Committee on Transportation.</i>
T. D. HOGG,		
S. L. FREMONT,		

January 17th, 1867.

ESTIMATE ACCOMPANYING THE REPORT OF COMMITTEE.

Estimated Cost for Running Trains on the Wilmington and Weldon Rail Road for 1867:

Whole number of miles run by passenger trains, double daily, (except one train on Sundays,) including extra trains,.....	220,000 miles.
Whole number of miles run by freight trains, daily trains, each way, except Sundays,.....	100,000 "
Branch trains as freight, daily,.....	12,000 "
Whole number of miles run,.....	332,000 miles.

COST OF RUNNING AND OPERATING.

Depreciation of Engines per year,.....	\$13,000 00
Renewal of rails, 1,000 tons per year,.....	40,000 00
Cross-ties,.....	20,000 00
Cost of fuel, per 6,500 cords,.....	12,000 00
Oil,.....	7,650 00
Pay Roll, per year,.....	180,000 00
U. S. taxes, \$600,000 receipts, (or \$350,000 taxable gross receipts,).....	8,750 00
Materials for machinery repairs,.....	15,000 00
Bridge Timber for repairs,.....	5,000 00
Spikes and Chairs,.....	6,000 00
Loss and Damage,.....	1,500 00
	<hr/>
	\$308,900 00

Which shows a cost of 93 cents per mile run.

Through Freight Arrangements, via Goldsboro', with the North Carolina Rail Road Company, from and to the North.

In the annual report of the Chief Engineer and Superintendent for 1866, page 7, appears the following :

"This Company, from 1865, have had through freight rates with the North Carolina Rail Road Company, that yielded a considerable income—as high as \$40,000 per year. This income has been greatly diminished during the past year in consequence of the new avenues of trade that have been opened with Western North Carolina, by way of Greensboro' and Danville, and the old line by way of Weldon revived with improved facilities. Early in the past fiscal year this state of things became apparent, and without the means to prevent it, I recommended to you and the Board of Directors the importance of trying to recover a portion of it by a joint arrangement with the lines *via* Weldon and Goldsboro', from the North. Arrangements were accordingly made, by your authority, for this purpose ; which arrangement, however, was not carried out faithfully, and consequently failed to render the benefits expected from it."

The correspondence with Mr. Wilkes, Engineer and Superintendent of the North Carolina Rail Road Company, shows the steps taken to obtain a share of the transportation between the North and West, *via* Goldsboro', over a portion of this Company's road.

This agreement of Mr. Wilkes was repudiated by President Webb, and persistently refused.

The appeal was then made to the "Board of Internal Improvement" to protect the State's interest in her several public works.

The appeal was listened to, and the order of the stockholders of the North Carolina Rail Road at Greensboro', in July 1867, has settled that question.

WILMINGTON, June 30th, 1866.

Major ED. WILKES, *Eng. and Sup't, Company's Shops:*

DEAR SIR:—I have now to report the Goldsboro' warehouse so far completed, that nothing will in the future hinder the safe reception, storage and dispatch of freight.

I am now ready to say to you, what we have long desired to say, and which you must *certainly* agree to, that *one-half* the freight coming to your Road from Portsmouth and beyond, must or should come by the way of Goldsboro'. It is certainly to your interest to get it all that way, and especially the freight for Raleigh. But for the benefit of the other State interests, we think a portion should go by way of Gaston.

Your regular discrimination in favor of long distances will make the rates such, by way of Goldsboro', that we can afford to join you, making the same rates as the Raleigh and Gaston Rail Road charges on similar goods.

We can see no reason here why the proprietors of this Road should not participate in a *portion* of the benefits resulting from the building of the North Carolina Rail Road. A work that it is known could not have been built, but for the powerful aid it received from this section of the State, first in obtaining its charter and afterwards in raising the means for its construction.

This request as to a division of freights is made with a full determination to have it accorded to us, if we are in *justice* entitled to it. If not, we shall yield most gracefully to your refusal. I hope you will be willing to accord to us this right.

I am Respectfully,

Your ob't servant,

(Signed,)

S. L. FREMONT.

ENGINEER & SUPERINTENDENT'S OFFICE, N. C. R. R. CO., }
COMPANY'S SHOPS, July 7, 1866. }

Col. S. L. FREMONT, *Eng. and Sup't*:

DEAR SIR :—Yours of June 30th, came duly to hand, and would have been answered immediately, had it not been that I have been much engaged in getting out my yearly report.

Will you be good enough to send me a statement of the cost of the Goldsboro' warehouse.

The Portsmouth freight I am willing to *pro rate* with you for one-half of it *via* Goldsboro'. The cars must run through without unloading.

In regard to giving your Road its proportion of our freights, I have stood neutral in regard to our two Eastern connections, allowing the shipper to decide.

I am yours,

Very Respectfully,

(Signed,)

E. WILKES,

Eng. & Sup't.

CONCLUSION.

Mr. Ashbel Welch, General President of the several New Jersey Railways and Canals, had, in several conversations with the Engineer and Superintendent of this Company, as early as October, 1866, expressed a great willingness to co-operate in a through freighting business to the South.

Finally, in May, 1867, the matter was again resumed with him by the Superintendent of this Company, and generally admitted by him to be practicable and important. In August and September, a correspondence was opened with Mr. Welch and Mr. Hinckley, Presidents of Roads of

the line, that resulted in a meeting in Philadelphia, October 30th, 1867, when the general principles of an inland freighting business from New York, South, to Wilmington and other points, was fully inaugurated, the details left to be worked out by the freight agents.

There were present at this meeting as the representatives of the line, Mr. Ashbel Welch, General President New Jersey Railways; Mr. Isaac Hinckley, President P. W. & B. R. R. C.; Mr. J. M. Robinson, President S. & R. R. R. Co.; Mr. Harlan, President Annamessic Steamers; Mr. S. L. Fremont, Chief Engineer & Superintendent W. & W. R. R.

All united cordially in the arrangement made.

We may, therefore, consider the through inland freighting business, to be fully inaugurated for this great Air Line.

TABLE 1.**ROAD DEPARTMENT—REPAIRS.**

Pay of two Road Masters, 17 Section Masters, Track Hands, Laborers, two Bridge Masters and their Carpenters and Hands,.....	30,155 64
Timber for Trestles and Bridges,.....	3,586 47
Cross Ties and Sleepers,.....	18,768 06
Iron, Spikes, Chairs, &c., &c.,.....	50,519 04
Subsistence for Track Hands, Laborers and Carpenters,.....	5,491 07
Printing, &c., (proportion to this Department,).....	500 00
Proportion of salaries for this Department,.....	5,000 00
Cost of Road Department for Repairs,.....	\$114,020 28

TABLE 2.**MACHINERY DEPARTMENT—REPAIRS.**

Pay of Master of Machinery, Foreman, Machinists, Smiths and laborers,.....	33,508 44
Cost of materials for repairs of engines and tools for engine shop,....	8,641 69
Pay of Master of car repairs, Carpenters,.....	16,754 21
Joiners, Painters, Trimmers and Laborers,.....	4,140 00
Cost of materials for car repairs, tools, &c.; subsistence for laborers, &c.	2,000 00
Oil and waste for stationary machinery,.....	1,000 00
Proportion of salaries for this Department,.....	5,000 00
Printing—proportion to this Department,.....	500 00
Total cost of Machinery Department for Repairs,.....	\$71,544 34

TABLE 3.**TRANSPORTATION DEPARTMENT—OPERATION.**

Pay of Master of Transportation, Conductors, Engineers, Train Hands, Firemen and Laborers,.....	42,843 64
Cost of fuel for engines, cars and stations,.....	14,970 00
Cost of oil, tallow and waste,.....	2,137 19
Pay of Station Agents, warehouse hands, water station hands and other station expenses,.....	14,261 05
Cost of repairs of buildings at Wilmington and Weldon,.....	1,136 21
Printing blanks, advertising and printing annual reports,.....	3,820 37
Miscellaneous expenses, loss and damage, &c.,.....	5,492 81
Subsistence for train hands and station hands,.....	3,491 07
Proportion of salaries for this Department,.....	5,175 00
Cost of Operating Transportation Department,.....	\$93,327 34

TABLE 4.**FOR RECONSTRUCTION, AND ACCOUNTS FOR PREVIOUS YEARS, PAID THIS YEAR.****ROAD DEPARTMENT.**

New iron, in part; bridge timber and cross-ties, in part; pay of mechanics and laborers, in part, due to extraordinary damages,.....	72,000 00
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MACHINERY DEPARTMENT.

Material, pay of mechanics, new cars to replace those destroyed by war, new buildings for do., and miscellaneous expenses,.....	56,918 60
Payments made this year, and due to previous years,.....	51,974 83
	\$180,893 43

RECEIPTS OF THE TRANSPORTATION DEPARTMENT, for the fiscal year ending Sept. 30, 1867.

M O N T H.		PASSENGERS.				Amount f'm Through Passengers.	Amount from Way Passengers.	Amount from Freight.	Amount from Mail Service.	TOTAL.
		THROUGH.		WAY.						
		North	South							
1866.										
October,		731	1,357	5,029	14,702 38	11,032 89	20,267 31	1,400 67	47,403 20	
November,		611	1,063	5,280	11,687 73	12,143 74	21,687 48	1,400 67	46,869 62	
December,		738	1,029	6,980	11,594 98	15,692 50	16,801 73	1,400 67	45,489 88	
1867.										
January,		847	860	7,516	11,228 54	17,131 77	19,383 57	1,400 67	49,144 55	
February,		984	841	6,167	12,003 32	13,499 90	23,385 36	1,400 67	50,289 25	
March,		1,481	1,430	6,026	17,811 91	12,909 83	25,641 28	1,400 67	57,763 69	
April,		1,087	722	5,034	10,950 13	10,240 19	27,339 11	1,400 67	49,930 10	
May,		1,041	547	5,662	8,269 41	10,013 11	17,265 59	1,400 67	36,948 78	
June,		570	390	5,204	6,130 41	8,605 51	11,077 99	1,400 67	27,214 58	
July,		603	301	6,047	6,833 35	9,680 96	13,909 24	1,400 67	31,324 22	
August,		909	509	6,300	8,828 99	9,706 93	21,908 81	1,400 67	41,845 40	
September,		1,108	1,508	5,467	15,190 36	10,917 32	29,763 18	1,400 67	57,271 53	
TOTAL,		10,610	10,557	70,712	\$194,731 46	\$141,574 65	\$248,380 65	\$16,808 04	\$541,494 80	

Amount of Expenditures for the fiscal year ending September 30th, 1867,..... 73,211 88
 Nett proceeds of Transportation Department for the fiscal year ending September 30th, 1867,.....\$408,282 92

WM. SMITH, Master of Transportation.

**EXPENDITURES OF THE TRANSPORTATION
DEPARTMENT, for the fiscal year ending September
30th, 1867.**

MONTH.	Pay of Master of Transportation, Agents, Conductors, Engineers, Firemen, Train Hands & Watch- men.	Fuel for Engines and Stations.	Oil, Tallow, Waste, &c	Station Expenses and Inci- dentals.	TOTAL.
1866.					
October,	3,733 98	1,080 00	144 04	1,983 49	6,941 51
November,	4,041 21	1,076 00	142 45	1,661 08	6,920 74
December,	4,001 04	1,130 00	145 91	1,698 33	6,975 28
1867.					
January,	3,739 23	1,149 00	149 57	989 62	6,027 42
February,	3,649 14	1,047 00	149 30	1,027 01	5,872 45
March,	3,356 34	1,261 50	167 34	979 17	5,764 35
April,	3,387 49	1,270 00	161 10	946 99	5,765 58
May,	3,319 15	1,227 00	239 04	999 76	5,784 95
June,	3,386 38	1,085 00	158 84	968 67	5,598 89
July,	3,557 52	1,035 00	243 58	984 28	5,620 38
August,	3,377 18	1,288 50	216 96	1,039 87	5,922 51
September,	3,494 98	1,321 00	219 06	932 78	6,017 82
TOTAL,	\$42,843 64	\$13,970 00	\$2,137 19	\$14,261 05	\$73,211 83

WM. SMITH,
Master of Transportation.

CONSOLIDATED REPORT

Of the Service and Condition of Locomotives on the Wilmington and Weldon Rail Road, for the year ending on the 30th day of September, 1867.

No. of Locomotives.	NAMES OF LOCOMOTIVES.		No. of Miles Run.	No. of Cars Hauled.	Cords of Wood Consumed.	Gallons of Oil Used.	Pounds of Tail- low Used.	Pounds of Waste Used.	Pounds of Packing Yarn Used.	Cost of Fuel.	Cost of Oil.	Cost of Tallow.
	PASSENGER ENGINES.	BUILDERS.										
25	P. K. Dickinson,	M. W. Baldwin,	30,327	1,136	509	148	309	308	27	1,018 00	148 00	46 35
26	Gov. Ellis,	M. W. Baldwin,	25,448	982	409	140	297	310	47	818 00	140 00	44 55
30	Gov. Vance,	J. R. Anderson,										
31	William A. Wright,	Rogers,	28,987	1,027	470	149	304	297	38	940 00	149 00	45 60
32	A. J. Deltosset,	Rogers,	28,650	1,192	433	151	283	301	40	866 00	151 00	42 45
33	Edward Kidder,	William Mason,	30,599	1,158	537	156	320	311	17	1,074 00	156 00	48 00
34	S. L. Fremont,	William Mason,	26,707	950	409	134	303	324	34	818 00	134 00	46 35
35	Gov. Worth,	Rogers,	29,543	1,615	536	156	307	313	42	1,072 00	156 00	46 05
36	S. D. Wallace,	Rogers,	31,018	1,275	560	148	324	306	42	1,120 00	148 00	48 60
		TOTAL,	281,279	9,334	3,863	1,182	2,453	2,470	297	\$7,726 00	\$1,182 00	\$67 95

CONSOLIDATED REPORT OF LOCOMOTIVES—CONTINUED.

33

No. of Locomotives.	Cost of Waste.	Cost of Packing Varn.	Cost of Repairs.	Paid to Engineers and Firemen.	Total Cost per Mile Run.	Total Cost of Engines for the Year.	Present Value of Locomotives.	REMARKS.
25	77 00	12 95	851 27	1,509 90	12-	3,668 47	8,500 00	In Running Order, but needs light Repairs.
26	77 50	16 45	1,731 80	1,514 25	17-	4,342 55	9,000 00	In good Running Order.
30	.....	.....	3,784 02	.....	.....	3,784 02	10,000 00	" " " (thoroughly rebuilt.)
31	74 25	13 30	922 85	1,490 00	12-5	3,635 00	15,000 00	" " " "
32	75 25	14 00	844 75	1,416 25	11-9	3,409 70	15,000 00	" " " "
33	77 75	5 95	822 77	1,569 75	12-3	3,754 22	15,000 00	" " " "
34	81 00	11 90	856 76	1,489 00	12-9	3,437 01	15,000 00	" " " "
35	78 25	14 70	605 98	1,588 50	12-	3,561 48	15,000 00	" " " "
36	76 50	14 70	649 66	1,594 25	11-8	3,651 71	15,000 00	" " " "
	\$617 50	\$103 95	\$11,069 86	\$12,171 90	.....	\$33,239 16	\$117,500 00	

CONSOLIDATED REPORT OF LOCOMOTIVES—CONTINUED.

No. of Locomotives.	NAMES OF LOCOMOTIVES.		No. of Miles Run.	No. of Cars Hauled.	Cords of Wood Consumed.	Gallons of Oil Used.	Pounds of Tallow Used.	Pounds of Waste Used.	Pounds of Packing Yarn Used.	Cost of Fuel.	Cost of Oil.	Cost of Tallow
	FREIGHT ENGINES.	BUILDERS.										
4	W. H. Haywood,	Burr, Fae & Sanson,	4,100	1,060	197	19	56	51	6	394 00	19 00	8 40
7	Perseverance,	M. W. Baldwin,	.....	.....	38	10	12	20	2	76 00	10 00	1 80
10	North Carolina,	M. W. Baldwin,	.....	.....	302	50	78	118	8	604 00	50 00	10 95
15	Quickstep,	Norris & Son,	7,500	1,972	861	40	115	105	15	722 00	40 00	17 25
18	Jeff Davis,	Norris & Son,	.....	.....	306	60	70	85	16	612 00	60 00	10 50
27	Gilbert Potter,	M. W. Baldwin,	.....	.....	427	75	174	179	29	854 00	75 00	26 10
28	E. P. Hall,	Rogers,	13,872	2,102	484	198	263	263	28	968 00	138 00	39 43
37	James Knight,	Rogers,	22,284	4,397	559	83	218	205	29	1,118 00	83 00	31 95
38*	J. M. Robinson,	Norris & Son,	16,482	2,245	449	81	167	179	48	898 00	81 00	25 05
19	Goldsboro,	M. W. Baldwin,	9,398	2,523	.....	.....	.....	.....	.....	.....	.....	.....
22	Orange,	Manchester Locomotive Works,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	E. B. Dudley,	Burr, Fae & Sanson,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Merchant,	M. W. Baldwin,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Industry,	M. W. Baldwin,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Director,	Norris & Son,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	President,	Norris & Son,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Alexander McRae,	Wilmington & Weldon R. R. Co.,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	Governor Bragg,	Manchester Locomotive Works,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	Tarboro,	J. R. Anderson,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Guilford,	M. W. Baldwin,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Job Terry,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	TOTAL,	.....	73,686	14,299	3,123	556	1,143	1,205	176	6,246 00	\$556 00	171 45
	GRAND TOTAL,	.....	304,915	23,633	6,986	1,738	3,596	3,675	472	\$13,972 00	\$1,738 00	539 40

CONSOLIDATED REPORT OF LOCOMOTIVES—CONCLUDED.

No. of Locomotives.	Cost of Waste.	Cost of Packing Varn.	Cost of Repairs.	Paid to Engineers and Firemen.	Cost per Mile Run.	Total cost of Engines for the year.	Present Value of Locomotives.	REMARKS.
4	12 75	2 10	304 51	480 00	29-7	1,220 76	1,800 00	In running order, (needs repairs.)
7	5 00	70	9 18	173 75	.....	276 43	800 00	Undergoing repairs.
10	29 50	2 80	887 43	1,161 90	.....	2,746 58	5,000 00	In good running order.
15	26 25	5 25	563 71	910 00	30-8	2,314 46	1,500 00	In running order, (needs repairs.)
18	21 25	3 50	377 29	750 00	.....	1,834 54	2,000 00	" " " "
27	44 75	10 15	766 87	1,301 70	21-5	2,978 57	10,000 00	In good running order.
28	65 75	9 80	948 99	1,502 30	16-5	3,672 29	13,000 00	" " " "
37	51 25	10 15	280 15	1,589 25	19-2	3,163 75	15,500 00	" " " "
38*	44 75	16 80	1,366 51	1,126 50	37-9	3,558 61	7,500 00	" " " "
19	.....	.....	87 76	.....	.....	87 76	1,500 00	Undergoing repairs.
22	.....	.....	2,047 26	.....	.....	2,047 26	7,000 00	" " " "
5	.....	.....	.....	.....	.....	.....	400 00	Needs rebuilding.
12	.....	.....	.....	.....	.....	.....	250 00	" " " "
13	.....	.....	.....	.....	.....	.....	500 00	" " " "
14	.....	.....	.....	.....	.....	.....	200 00	" " " "
17	.....	.....	.....	.....	.....	.....	500 00	" " " "
21	.....	.....	.....	.....	.....	.....	600 00	" " " "
24	.....	.....	.....	.....	.....	.....	1,000 00	" " " "
29	.....	.....	.....	.....	.....	.....	800 00	" " " "
20	.....	.....	.....	.....	.....	.....	.....	In Roanoke River.
	.....	.....	.....	.....	.....	.....	1,800 00	Needs rebuilding.
	\$801 25	\$61 25	\$7,639 66	\$8,925 40	.....	\$23,901 01	\$71,650 00	
	\$918 75	\$165 20	\$18,709 52	\$21,097 30	.....	\$57,140 17	\$189,150 00	

* Formerly "Spark."

I certify that the above is a correct Report,

M. M. HANKINS, Master of Machinery.

STATEMENT

Showing the number and kind of Cars owned by the Wilmington and Weldon Rail Road Company, and the number built, rebuilt, and repaired during the fiscal year ending 30th September, 1867.

NUMBER AND DESCRIPTION OF CARS.	Number Built.	Number Rebuilt.	Number Repaired.	Number on which no repairs are required.	Present Value.
PASSENGER CARS.					
9 1st Class,.....		2	3	4	36,000 00
6 2d ".....	1	2	2	1	18,000 00
6 3d " and Baggage,.....		2	4		9,000 00
5 Mail,.....	1	1	2	1	10,000 00
2 Mail and Express,.....			1	1	1,600 00
1 Restaurant,.....		1			4,000 00
1 Superintendent's,.....				1	1,000 00
30 Total Passenger Cars for service,...	2	8	12	8	
FREIGHT CARS.					
99 Box,.....	1	20	40	33	79,200 00
83 Platform,.....	11	25	45	2	47,800 00
182 Total Freight Cars for service,....	12	45	85	40	\$206,600 00

I certify that the above is correct.

M. M. HANKINS,
Master of Machinery.

Showing the quantity of Oil, Tallow, Waste and Packing Yarn used in the Shops of the Wilmington and Weldon Rail Road Company, for the year ending 30th September, 1867.

WILMINGTON.																						
MACHINE SHOP,.....	Gallons Car Oil.	204	Gallons Hosin Oil.	60	Pounds Tallow.	277	Pounds Waste.	849	Pounds Packing Yarn.	3	Cost of Car Oil.	204 00	6 00	41 55	Cost of Tallow.	212 25	Cost of Waste.	212 25	Cost of Packing Yarn.	1 05	464 85	TOTAL.
CARPENTER SHOP,.....		118	.....	98	85	3	118 00	.....	14 70	8 75	1 05	142 50									\$607 35	
TOTAL,.....	322	60	375	884	6	\$323 00	\$6 00	\$56 25	\$221 00.	\$2 10.												

I certify that the above is correct.

M. M. HANKINS, Master of Machinery.

A COMPARATIVE TABLE,

Showing the Service of Passenger Conductors for the year ending the 30th September, 1867, showing the number of Trips and the amount collected by each in each month, and the total collected during the fiscal year, and the average of each trip.

NAMES OF CONDUCTORS.	OCTOBER, 1866.			NOVEMBER, 1866.			DECEMBER, 1866.			JANUARY, 1867.			FEBRUARY, 1867.			MARCH, 1867.			APRIL, 1867.		
	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.	No. of Trips.	Cash Collected.	No. of Trips.
E. D. Browning,...	12	287 75	9½	211 00	10½	467 25	10½	608 00	9½	349 90	11½	269 25	10½	263 00	10½	263 00	10½	263 00	10½	263 00	10½
Geo. Morrison,...	11	304 50	10½	183 75	10½	289 75	10½	253 00	9½	377 75	10	274 75	9	252 00	9	252 00	9	252 00	9	252 00	9
John R. Ivey,...	6½	164 00	10	251 75	11	381 25	10½	421 50	8	271 75	9	246 00	10	307 00	10	307 00	10	307 00	10	307 00	10
John E. Leggett,...	9	181 00	5½	161 25	9½	363 25	10½	448 50	8	293 50	9½	289 75	9½	219 75	9½	219 75	9½	219 75	9½	219 75	9½
A. H. Cuttis,...	8½	159 75	10½	363 75	6½	349 25	10½	394 00	8	256 25	6½	340 00	7½	232 50	7½	232 50	7½	232 50	7½	232 50	7½
Jas. Cole Borden,...	10½	256 00	8	390 50	9	430 75	9	56 50	2	1,618 50	57	\$2,281 50	52½	\$2,492 75	58	\$2,492 75	57	\$1,912 50	56	\$1,470 00	56
J. M. Howell,...	57½	\$1,953 00	56	\$1,618 50	57	\$2,281 50	57	\$2,492 75	52½	\$2,089 90	57	\$1,912 50	56	\$1,470 00	56	\$1,470 00	56	\$1,470 00	56	\$1,470 00	56
TOTAL,...	57½	\$1,953 00	56	\$1,618 50	57	\$2,281 50	57	\$2,492 75	52½	\$2,089 90	57	\$1,912 50	56	\$1,470 00	56	\$1,470 00	56	\$1,470 00	56	\$1,470 00	56

COMPARATIVE TABLE—CONCLUDED.

NAMES OF CONDUCTORS.	MAY, 1867.			JUNE, 1867.			JULY, 1867.			AUGUST, 1867.			SEPTEMBER, 1867.			TOTAL OF EACH CONDUCTOR AND GRAND TOTAL.		
	No. of Trips	Cash Collected.	No. of Trips.	Cash Collected.	No. of Trips.	Cash Collected.	No. of Trips.	Cash Collected.	No. of Trips.	Cash Collected.	No. of Trips.	Cash Collected.	Total cash Received.	Total No. of Trips.	Average each Trip.			
E. D. Browning,...	10	259 92	10	235 90	9	206 30	33	47 05	10½	212 20	117	3 47 52	3 47 52	117	29 20			
Geo. Morrison,...	8	112 45	4	55 60	8	116 10	12½	201 20	11	161 65	114	2 582 50	2 582 50	114	22 65			
John R. Ivey,...	9	186 60	10	86 20	9½	213 35	10½	169 80	7	64 07	113	3 074 02	3 074 02	113	27 20			
John E. Leggett,...	10	185 15	10	194 35	10	167 00	12	245 00	9	152 80	112	2 896 05	2 896 05	112	25 85			
A. H. Cuttis,...	10½	197 30	10	159 00	10½	177 80	13	171 70	11	140 80	118	2 910 85	2 910 85	118	24 66			
Jas. Cole Borden,...	10½	143 75	8	151 25	10½	200 25	7	196 60	6½	113 50	99	3 150 35	3 150 35	99	31 82			
J. M. Howell,...	...	...	...	...	...	...	...	...	...	...	2	56 50	56 50	2	28 25	
TOTAL,...	58	\$1,030 17	52	\$82 30	57½	\$1,080 80	58½	\$1,031 35	55	\$845 02	675	\$18,087 79	\$18,087 79	675	...			

